

Planning Area G is located at the base of Coyote Valley's Western Hills. The bucolic coves, adjacent to oak studded hillside open space have traditionally been Coyote Valley's unique appeal to Silicon Valley employers. The bulk of the workplace land in this area is already owned by jobs providers (IBM & Xilinx).

A transit stop village scale mixed-use core is the focal center of a surrounding corporate workplace campus environment (IBM and Xilinx). Emanating from this transit stop village center, a series of pedestrian ways and the last leg of the fixed guideway transit spoke radiate out to lower density corporate work places. Corporate workplace buildings are clustered along these radiating pedestrian ways assuring that the transit to pedestrian to workplace entry remains pedestrian oriented and is not broken by large parking fields. This environment contains much of CVSP's lower density surface parked workplace typologies.

Overall Development Program  Expected Industry Driving jobs	12.446
Required Minimum Workspace for Industry Driving Jobs	3,547,245 sq.ft
Required Minimum Residential Units	
Required Minimum Ground Floor Retail and Commercial Space	35,096 sq.ft
Urban Design Overview	176
Response to Existing Environmental Footprint	180
Public Realm	
Community Facilities	188
Roads and Transit	190
Non-Vehicular Circulation	192
Private Realm	
Connections	194
Land Use	196
Detailed Land Use	198
Minimum Development Target	204
Urban Form	206

### Planning Area G Urban Design Overview



### **Fixed Guideway Transit Line**

The western reach of the fixed guideway transit line runs from Santa Teresa Boulevard west through Planning Area G to Bailey Avenue, serving IBM and potentially Gavilan College. It then parallels Bailey Avenue to a transit stop and village center and then heads west through a neighborhood "Main Street", terminating at an "end of the line" transit park within a 1,500-foot walk of all surrounding workplaces.

### Mixed-Use Village

This transit stop village's mixed-use core is the focal center of a surrounding corporate workplace campus environment, and contains high density small residential units and localized village retail, entertainment, pubs, and restaurants. This village supports employer opportunities to provide below market rate rental units to new recruits.

### **Biotechnology Opportunities**

Within Planning Area G several workplace locations are available that conform to City of San Jose criteria that biotechnology laboratories be at least 1,000 feet from residential uses.

### **North Surrounding Workplace**

Biotechnology may be most appropriate in the northern valley where rising landform creates the greatest distance between surface and groundwater. Never the less, any biotechnology laboratory would need to conform to San Jose's strictest HAZMAT regulations.

Within this non-residential zone, structured parking higher density workplace is clustered around the transit stop park and streets and pedestrian ways lead to lower density corporate work places, accessible without the interruption of parking fields.

### **South Surrounding Workplace (Xilinx)**

Gentle slopes and specimen oaks and seasonal tributary creeks all dictate a more organic approach to roads, walks, and parking in this unique setting. Structured parking higher density workplace radiates from the transit stop park and is supported by ancillary buildings and additional parking randomly configured in among the oaks; all connected by a pedestrian footpath along a seasonal tributary creek.

### **Existing IBM Facility and Surrounding Densification**

The existing IBM facility can house about 1,800 employees (not to be included in CVSP's 50,000 industry driving jobs criteria). The facility clusters around modular courtyards and is surrounded by surface parking fields.

CVSP intensifies workplace development around this facility by replacing much of the surface parking with structured parking. CVSP brings a fixed guideway transit stop to within 800 feet of the building and ties the facility to the village center via a 1,200-foot office courtyard promenade.

### Workplace and Gavilan College Southeast of Bailey Avenue

Southeast of Bailey Avenue is a workplace center slated to contain approximately 5,123 industry driving jobs.

Gavilan Community College District has executed a purchase agreement to acquire 55 acres of this area for a sprawling, very low density, second Community College. As an entity of the State of California, they do not have to conform to City of San Jose zoning (including CVSP).

CVSP strongly supports Gavilan Community College District's location of a campus in Coyote Valley. CVSP also strongly encourages Gavilan Community College District to work together to develop a campus that supports the urban values of this Specific Plan. In particular the development of multi-story buildings, structured parking (at least at build-out), and a campus plan and urban form that supports CVSP's commitment to a pedestrian and transit oriented urban experience.

6/6/2006 WORKING DRAFT

CVSP Appendix I
Planning Area Details





The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Area G.

### **Coyote Valley Parkway**

Coyote Valley Parkway links to Bailey Avenue and provides major vehicular access to CVSP's northern workplace areas. From here it will eventually proceed south along the western edge of the realigned Fisher Creek corridor. As it does for its entire route, Coyote Valley Parkway includes a heavily forested neighborhood edge and includes significant bio-filtration facilities within its corridor. In this reach, actual road construction is not expected for years after the Fisher Creek realignment is complete and trees will already be established before this right-of-way is paved.

### **Bailey Avenue, CVSP's Western Gateway**

From southeastern San Jose and Almaden Valley, Coyote Valley is entered via "Bailey-over-the-hill", a 1.25-mile hairpin traverse from McKean Road, at Calero Reservoir, down to this Planning Area G village center.

While this Bailey Avenue traverse will ultimately need to be made safer, realignment plans are designed to minimize grading impacts. Arriving into a village center creates a charming pedestrian and transit scaled gateway and discourages the current use of Bailey Avenue and McKean Road as a U.S.101/SR-85 bypass.

### **Residential Neighborhood**

A small family oriented mixed density residential neighborhood is within walking distance of the transit stop village center. It surrounds an elementary school and provides a balance of housing types against the high-density small unit collegiate offerings that dominate the village center.

### **Elementary School**

Elementary schools are considered uniquely important public land use components of CVSP. Their civic stature is celebrated here by this schools position at a residential neighborhood entrance junction. It is located in the center of the main residential neighborhood within  $\frac{1}{4}$  mile walk of neighborhood children and a  $\frac{1}{2}$  mile from children living in the transit stop village center.

### **Foothill Residential Neighborhood**

Along the shallow sloping Western Hills, homes are clustered amidst open space and mature oaks that provide multiple access points to regional trails in the foothills of the Santa Cruz Mountains. This foothill neighborhood links to and flanks the five-acre CVSP neighborhood park that provides the western terminus of CVSP's cross-valley Central Commons.

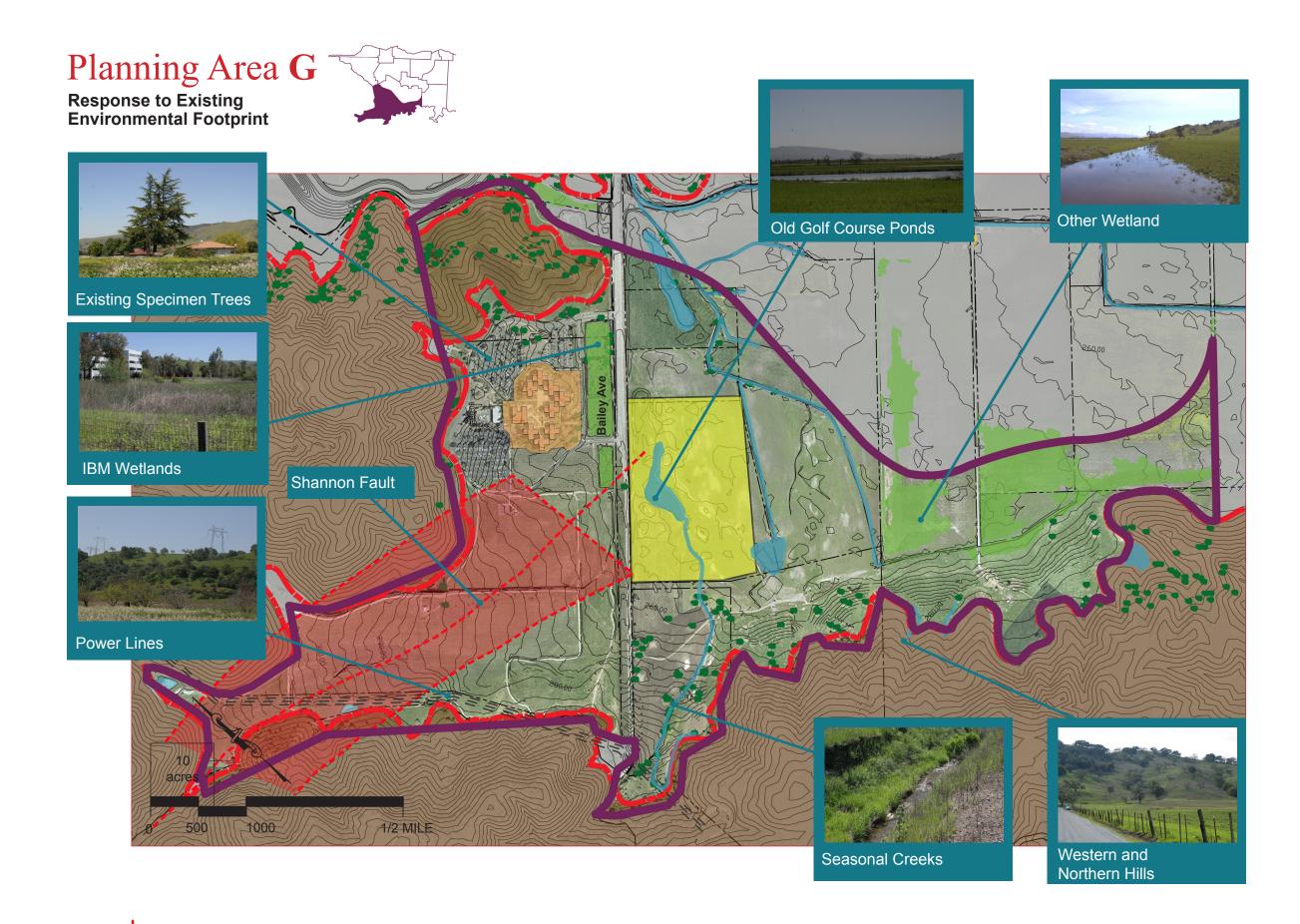
### **Surrounding Open Space**

Planning Area G includes some 4.3 miles of boundary to the northern and western open spaces with five good trailhead access points.

Urban area transitions to natural open space require frequent vehicular access points and "fuel modification" landscaping to protect from, and prevent grass fires.

A pair of coves at the far western tip of IBM's western valley provides an excellent location for pet exercise, equestrian staging and access to the Bay Ridge Trail.

Besides regional trail access, these hills offer a number of elevated lookout points perhaps 100 feet above the Valley floor that can offer spectacular vistas, even for the casual stroller.



### **Old Golf Course Ponds**

Just south of Bailey Avenue across from IBM, there currently exists several ponds, which were created when the former Calero HIlls Golf and County Club was located on this property. Because these ponds exist, they are considered environmentally sensitive, due to their potential as being classified wetlands.

### **Objective O-1**

Retain environmentally sensitive features within the CVSP.

### Policy P-1

Require protection of the ponds from urban encroachment.

### Policy P-2

Require appropriate mitigation if urban development destroys or encroaches into the ponds.

### **Depiction D-1**

Aerial survey and site visitation studies.

### **IBM Wetlands**

Between Bailey Avenue and the IBM facility there are several ponds that were created for water quality purposes for the IBM facility. Due to the nature of these ponds, being both wet and dry, seasonably, they are currently classified as wetlands.

### **Objective O-1**

Protect environmentally sensitive wetland areas.

### Policy P-1

Prohibit urban encroachment into the IBM wetland ponds along Bailey Avenue.

### Policy P-2

If wetland habitat areas cannot be preserved in place, appropriate mitigation replacement wetland habitat areas shall be created.

### **Depiction D-1**

Aerial survey and wetland delineation map.

### **Other Wetland**

Planning Area G contains several locations that are classified as delineated wetlands by US Army Corps of Engineers in the southwestern portion of the area.

### **Objective O-1**

Retain delineated wetland areas.

### Policy P-1

Prohibit urban encroachment into delineated wetland areas.

### Policy P-2

If wetland habitat areas cannot be preserved in place, appropriate mitigation replacement wetland habitat areas shall be created.

### **Western and Northern Hills**

Planning Area G is bounded by hills on both the west and north sides. The westerly range of hills extends along the entire length of this Planning Area. There is an extension of these hills that run eastward along the northern edge of this Planning Area. The Northern and Western Hills form a deep valley that extends northerly on IBM's property.

Both the Western and Northern Hills, provide important visual backdrops for the Valley and access points to regional trails.

### **Objective O-1**

Preserve and protect the hills and ridgelines as a valuable visual and environmental resource.

### Policy P-1

Prohibit urban development on slopes greater than 15 percent to ensure permanent open space within the hills.

### Policy P-2

Prohibit urban development outside of the Urban Service Boundary.

### Policy P-3

Protect grasslands and other vegetation by preventing motorized vehicle uses in the hills (i.e. control gates may be located to prevent access.

**POLICIES** 

6/6/2006 WORKING DRAFT

CVSP Appendix I
Planning Area Details

## Planning Area G Response to Existing Environmental Footprint

### Policy P-4

Encourage grazing of the hills to control grasslands and minimize fire risk.

### Policy P-5

Require connections to existing regional and local trail networks.

### **Depiction D-1**

15 percent slope analysis diagram.

### **Depiction D-2**

Topographic map of hillside boundaries.

### **Seasonal Creeks**

Planning Area G has several seasonal creeks, which originate in or near the Western Hills that flow into the Valley floor. The most northerly of these seasonal creeks flows through the area of the Oak Savannah.

### **Objective O-1**

Preserve seasonal creeks and natural watercourses.

### Policy P-1

Require that seasonal creeks be incorporated into the design of the urban development area.

### Policy P-2

Require drainage facilities to handle run-off received from the seasonal creeks.

### **Depiction D-1**

Aerial survey of seasonal creeks.

### Oaks and Oak Savannah

The age, stature, landmark and environmental quality of large single oaks and the Oak Savannah are important parts of the character of Coyote Valley as they are for much of Northern California.

### **Objective O-1**

Protect the historic significance of individual mature oak trees and the Oak Savannah.

### Policy P-1

Require existing mature oak specimens to be included in the landscape of urban development.

### Policy P-2

Require conformance with City of San Jose Tree Ordinance.

### Policy P-3

Encourage the placement of urban development within the Oak Savannah to retain the character of the oaks within the area and the significance of individual oaks.

### **Depiction D-1**

Location of individual oaks and oaks within the Oak Savannah by analysis of aerial photos and preliminary site visit.



### **Existing Specimen Trees**

In addition to oaks, there are other mature trees that exist within this Planning Area in the vicinity of IBM. These trees should be retained to provide a sense of maturity to landscape areas that cannot be found when all new landscaping is provided.

### **Objective O-1**

Preserve existing mature trees.

### Policy P-1

Require existing specimen trees to be included in the landscape of urban development.

### Policy P-2

Require conformance with City of San Jose Tree Ordinance.

Location of individual specimen trees by analysis of aerial photos and preliminary site visit.

### **Power Lines**

The valley separating the Northern and Western Hills on IBM's land is crossed by a set of power lines that generally run north/south along the western edge of this valley.

### **Objective O-1**

Incorporate the necessary right-of-way for the existing power lines.

### Policy P-1

Require conformance with setback requirements from power line easements.

### Policy P-2

Prohibit planting of trees species under power lines that exceed easement limitations relative to allowable height.

### **Depiction D-1**

Aerial survey of location of power lines.

### **Shannon Fault**

Based on historical geotechnical studies, a portion of Planning Area G is traversed by a trace of the Shannon Fault. The extent of the fault is unknown. The identified trace is located predominately in the valley between the Northern and Western Hills on IBM's property. The trace runs generally in a northwestern/southeastern direction.

### **Objective O-1**

Determine the location and extent of the Shannon Fault.

### Policy P-1

Require further geotechnical studies to be prepared to determine the exact location and extent of the Shannon Fault.

### Policy P-2

Require conformance with recommended setback requirements for any structure proposed in proximity to the fault zone.

Encourage use of fault zones for parking and open space uses.

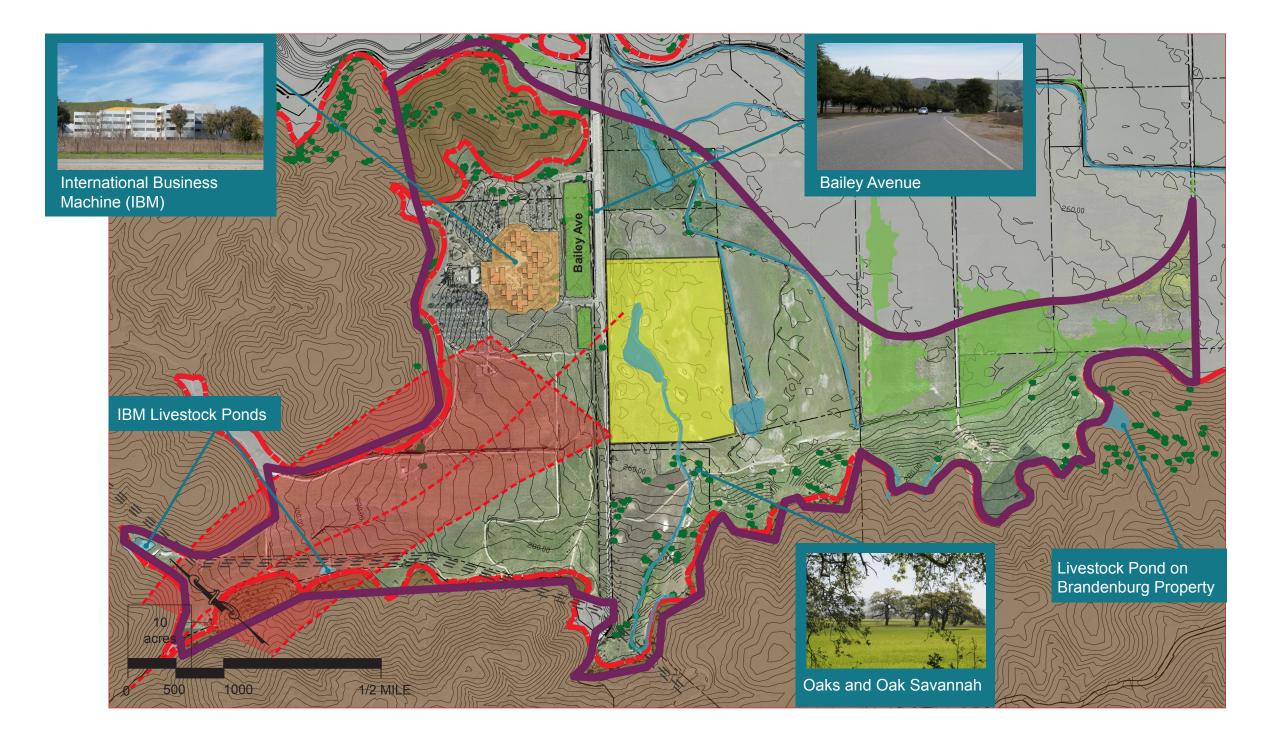
### **Depiction D-1**

Mapped fault line and hazard area.

**POLICIES** 

CVSP Appendix I 6/6/2006 WORKING DRAFT Planning Area Details

# Planning Area G Response to Existing Environmental Footprint



### **International Business Machines (IBM)**

The IBM facility is located on the north side of Bailey Avenue, approximately 1,800 feet westerly of Santa Teresa Boulevard. The 600,000 square foot research and development facility is situated on a 1,180-acre site. The lab, including its parking, delivery, and access facilities, is located on a 271-acre portion of the site between Bailey Avenue and the Northern Hills. The existing IBM campus consists of \_\_ acres of surface parking accommodating \_\_\_ vehicles.

### **Objective O-1**

Support IBM as an existing landowner and workplace facility in Coyote Valley.

### Policy P-1

Encourage IBM to remain as a workplace facility in Coyote Valley.

### Policy P-2

Encourage IBM to expand its current facility.

### Policy P-3

Encourage any future expansion of the IBM facility to conform to urban densities as established with the CVSP.

### Policy P-4

Encourage the conversion of the existing surface parking areas to structured parking.

### **Depiction D-1**

Site development plan for IBM.

### **Bailey Avenue**

Bailey Avenue is an existing street running generally east west through the middle of Planning Area G. As Bailey Avenue heads westerly from Santa Teresa Boulevard, it is a four-lane road till it reaches the westerly edge of the IBM complex, at which point it reduces down to a two-lane road. As Bailey Avenue heads west of Coyote Valley, it connects to McKean Road.

### **Objective O-1**

Retain Bailey Avenue as a part of the major infrastructure for Coyote Valley.

### Policy P-

Require improvements to Bailey Avenue to achieve a four-lane divided road configuration from Spreckels Hill to the Western Hills.

### Policy P-2

Prohibit expansion of the northerly right-of-way of Bailey Avenue across the frontage of the IBM wetlands.

### Policy P-3

Encourage the relocation of existing oak trees, if impacted by future improvements to Bailey Avenue.

### **Depiction D-1**

Existing Improvement plans for Bailey Avenue.

**POLICIES** 

6/6/2006 WORKING DRAFT

CVSP Appendix I
Planning Area Details

## Planning Area G Response to Existing Environmental Footprint

### **Cultural Resources**

Planning Area G contains numerous locations that have been identified as sites of potential historical archeological or Native American resources. The extent and nature of these sites have not been determined.

### **Objective O-1**

Understand, preserve and protect Coyote Valley's archaeological and particularly Native American cultural resources as appropriate.

### Policy P-1

Based on the Cultural Resources report by Basin Research (February 2006), any construction work within any designated site of significant archaeological resources shall require an approved archaeological resource impact mitigation program. Such program may include: excavation and preservation in an appropriate facility and or interment.

### Policy P-2

Require preparation of an archaeological resource impact mitigation program if archaeological resources are identified outside of known designated sites. Such program may include: excavation and preservation in an appropriate facility and or interment.

### **Depiction D-1**

Archaeological mapping is available to appropriately credentialed individuals through the City of San Jose Planning, Building and Code Enforcement Department.

### **Livestock Pond on Brandenburg Property**

The Brandenburg property is located at the southerly end of Planning Area G. There is a livestock pond located in a small valley that runs into the Western Hill area. The pond is just above the 15 percent slope line at the base of the hills.

### **Objective O-1**

Provide the ability for the property owner to retain the existing livestock pond.

### Policy P-1

Require that urban development maintain a \_\_\_ setback from the livestock pond to reduce potential flooding of properties located below the pond.

### Policy P-2

Require that the earthen dam of the livestock pond be reinforced to prevent the likelihood of failure.

### **Depiction D-1**

Aerial survey of livestock pond and surrounding area.

### **IBM Livestock Ponds**

In the valley between the Northern and Western Hills on the IBM property, there are two livestock ponds. The larger of the two ponds is located in the northeastern corner of the valley. The smaller of the two ponds is located adjacent to the western hills approximately 1,500 feet from the end of this valley.

### **Objective O-1**

Provide the ability for the property owner to retain the existing livestock ponds.

### Policy P-1

Require that urban development maintain a \_\_\_ setback from the livestock ponds to reduce potential flooding of properties located below the ponds.

### Policy P-2

Require that the earthen dams of the livestock ponds are reinforced to prevent the likelihood of failure.

### Depiction D-1

Aerial survey of livestock ponds and surrounding area.

**POLICIES** 

Planning Area G
Public Realm
Community Facilities





The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Area G.

### **Elementary School and Public Park**

This Planning Area contains one of the community's nine elementary schools. The school will serve students westerly of Coyote Valley Parkway. The school will be on a 9-acre school site and will include joint use of its playfields for public park uses during non-school hours. Since the school fields will not be available during school hours, a one-acre public park will be developed adjacent to but separate from the school.

### Dog Park

At the northerly end of the canyon between the Western and Northern Hills is one of two three-acre dog parks for Coyote Valley residents. This park will include parking, seating area, restroom facilities and drinking fountains for both dogs and owners. The park will include appropriate fencing to create areas for large and small dogs.

### **Neighborhood Park**

On the westerly end of the Central Commons, westerly of realigned Fisher Creek and Coyote Valley Parkway, there will be a five-acre neighborhood park. This park will provide connections to regional trails for hikers. This location will also provide equestrian access into the Western Hills. Park facilities may include basketball, tennis courts, volleyball, and picnic areas. The park may also include a public swimming pool.

### Fisher Creek Segment 3 Along Coyote Valley Parkway

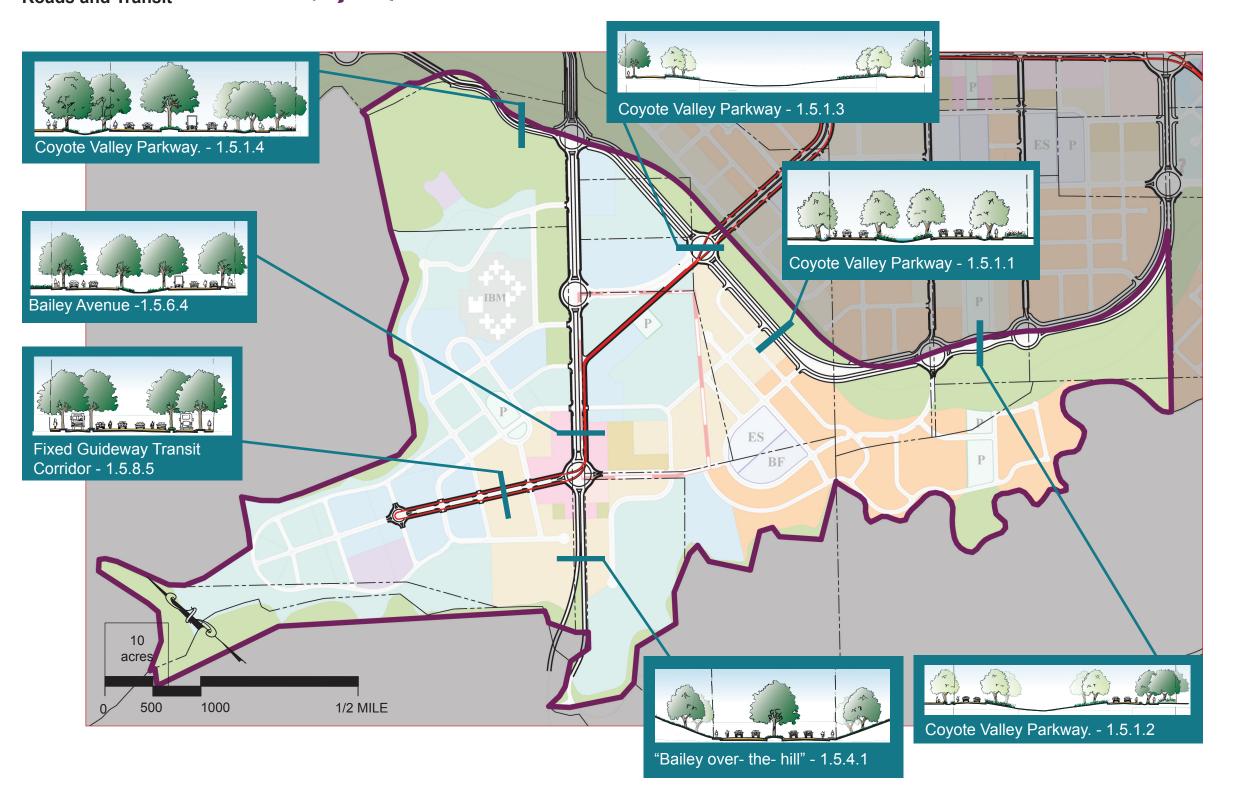
Between Bailey Avenue and Richmond Avenue (Segment 3) a realigned Fisher Creek channel will be constructed to the west of the existing, closer to the Creek's original course in the Valley's western lowlands. The existing Fisher Creek channel will be abandoned and filled as described in Section 9.1.3. Coyote Valley Parkway parallels the Creek and crosses it twice within Planning Area G, two of a number of bridges and/ or culverts for road crossings. The new channel will be excavated eight to ten feet deep and constructed in a 300-foot wide riparian corridor. Major components of the corridor will include a low-flow channel within the main channel, maintenance road, trail, and riparian bench to accommodate flood storage and native riparian habitat planting.

### **Water Tank**

One of the two new potable water tanks will be located on the western fringe of Planning Area G, near the realignment of "Bailey-over-the-hill." Also discussed in Sections 4.3.1 and 9.1.1, the 4 million gallon storage reservoir will be placed at a base elevation of approximately 520 feet. The tank will be graded and screening plantings installed to minimize visibility as much as practicable.

CVSP Appendix I 6/6/2006 WORKING DRAFT Planning Area Details

## Planning Area G Public Realm Roads and Transit



The following transportation and circulation elements of the CVSP will comprise the Public Realm Roads and Transit within Planning Area G.

### Fixed Guideway Transit Through Gavilan College Site

The western leg of the fixed guideway transit line transitions from running on both sides of the four-lane Collector street coming from Santa Teresa Boulevard to a double side-running configuration after crossing Coyote Valley Parkway on the east edge of Planning Area G. It continues side-running along a diagonal alignment through the proposed Gavilan Community College campus. The alignment can be modified to work the fixed guideway transit into the campus layout, in order to maximize transit use and mobility between the campus and the Coyote Core and other areas of Coyote Valley. When the fixed guideway transit leaves the campus at Bailey Avenue it then heads southwesterly along Bailey Avenue to the transit stop village center at a roundabout. At this point, the fixed guideway transit line converts back to running on both sides of the street and heads northwest into the workplace campus area and terminates at a transit park.

### **Bailey Avenue Bioswales**

Bailey Avenue west of Santa Teresa Boulevard transitions from an urban two-lane street to a four-lane arterial fronting IBM. This section of Bailey Avenue will include bike lanes and parking on each side of the street. The open channel in the 40-foot wide median will serve as storm drainage conveyance in lieu of hard pipes and as a bioswale to provide water quality filtration. Conventional pipeline systems with standard manholes, inlets, and laterals will discharge to the bioswales in Bailey Avenue and other major streets. As discussed above, Bailey Avenue will include double siderunning fixed guideway transit along the side of the street adjacent to the proposed Gavilan Community College campus (see typical section 1.5.6.4.)

### "Bailey-over-the-hill"

When Bailey Avenue leaves the transit stop village center and heads west, the road will continue to be four-lanes with a bike lane on each side and no parking (see typical section 1.5.4.1). The "Bailey-over-the-hill" improvements begin climbing after the westerly roundabout and transition into a split alignment in which the eastbound and westbound lanes run on separate layouts and profiles. After crossing the summit of the Santa Teresa Hills, the alignments merge together and intersect with McKean Road.

### **Coyote Valley Parkway**

The eastern edge of Planning Area G is bounded by Coyote Valley Parkway for its entire length. The Parkway will be a four-lane road with bike lanes and sidewalks on each side. No parking will be provided along the Parkway. The section of Coyote Valley Parkway north of Bailey Avenue will have a 14-foot median (see typical section 1.5.1.4.) and 17-foot landscape buffer areas on each side.

From its intersection with Bailey Avenue running south, the Parkway will continue as the four-lane road described above, but the median will increase 40 feet to provide for stormwater detention and biofiltration areas (see typical section 1.5.1.1.)

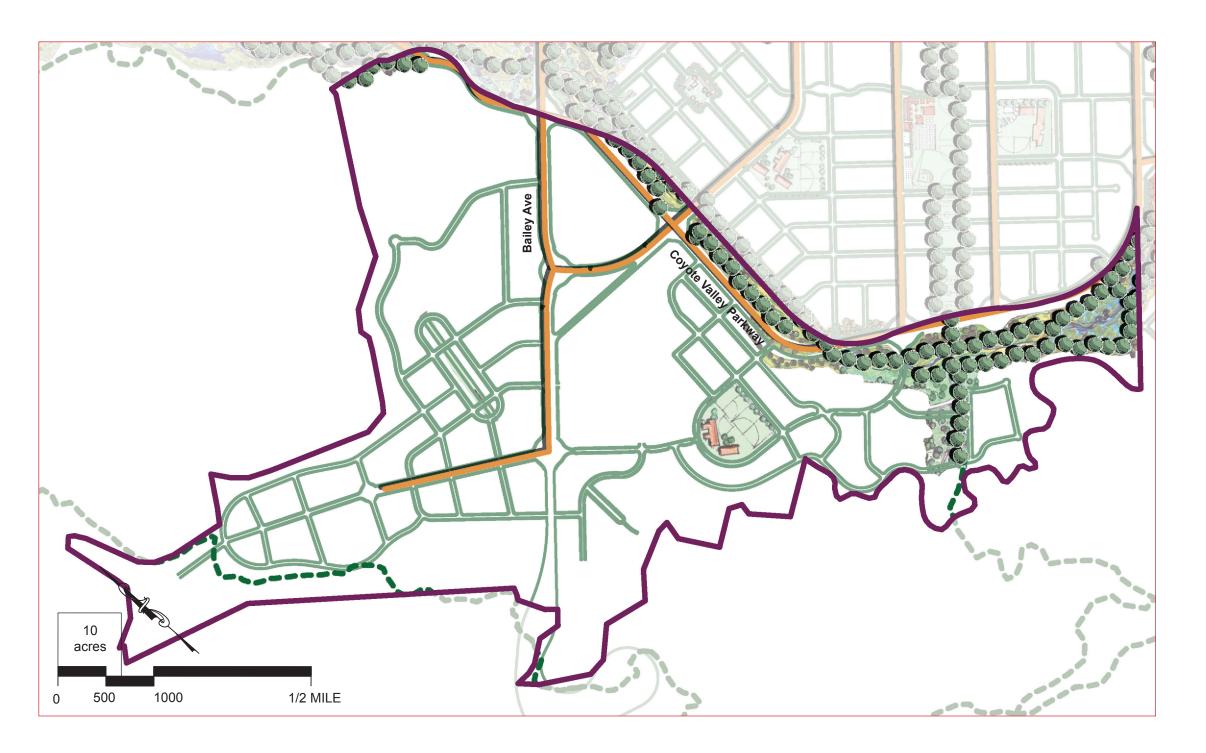
Portions of Coyote Valley Parkway will increase in right-of-way to accommodate large storm detention and biofiltration areas. In these sections, the center area of the Parkway may be as large as 120 feet in width (see typical section 1.5.1.2)

### **Coyote Valley Parkway Roundabouts**

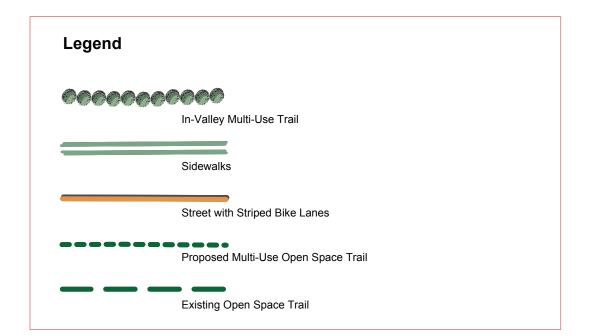
Coyote Valley Parkway will include roundabouts that will move traffic without the need for traffic signals. Four roundabouts are found in Planning Area G. They are located at the intersection with Bailey Avenue, the Collector street, and the north and south Central Commons perimeter streets. These roundabouts will provide a continuous flow of traffic and will reduce the speed of travel as vehicles maneuver the roundabouts. The center of the roundabouts will accommodate stormwater detention and biofiltration areas. The typical inside diameter of the roundabouts will be 250 feet (see typical section 1.5.1.3.).

CVSP Appendix I 6/6/2006 WORKING DRAFT Planning Area Details

### Planning Area G Non-Vehicular Circulation







The CVSP Urban Model conceptually starts addressing mobility from the smallest, most urban and pedestrian friendly component and works up. It concentrates activities and densities within an easy walk to transit. It prioritizes pedestrian safety and friendliness in intersection design. It creates a highly connected neighborhood network and it enhances neighborhood-to-neighborhood connectivity.

As illustrated on the Non-Vehicular Connections Map, the CVSP provides a multitude of opportunities for moving about the community without the need for the private automobile. The non-vehicular network includes: sidewalks, multi-use trails and designated bicycle lanes. At a smaller scale than is shown on this map, a network of paths, paseos, mid-block public walks and plazas will be provided in private developments. These smaller pedestrian connections, in conjunction with those connections shown on the Non-Vehicular Connections Map, will facilitate pedestrian and bicycle accessibility throughout Coyote Valley. This will create a permeable system of connections that provides grade separation for cars, transit, pedestrians, bikes and equestrians through the use of over-crossings, under-crossings, bridges and urban pedestrian-only spaces.

### **Sidewalks**

With only a few exceptions, all street sections will include sidewalks on both sides. The exceptions include: the west side of Monterey Road; vehicular bridges over the Monterey Road/railroad corridor where exclusive pedestrian bridges are provided; residential stub streets serving less than ten homes; streets within parking fields; and rural streets.

### **Multi-Use Trails**

The CVSP provides over 20 miles of multi-use trails. They are designed to provide a continuous trail network for pedestrians, bicyclists and equestians in settings that are enjoyable and safe. These multi-use trails include: Fisher Creek, Coyote Creek County Park Trail (within Urban Area), Coyote Valley Parkway, Lake loop-trail, and Urban Canal Park trail.

### **Bicycle Lanes**

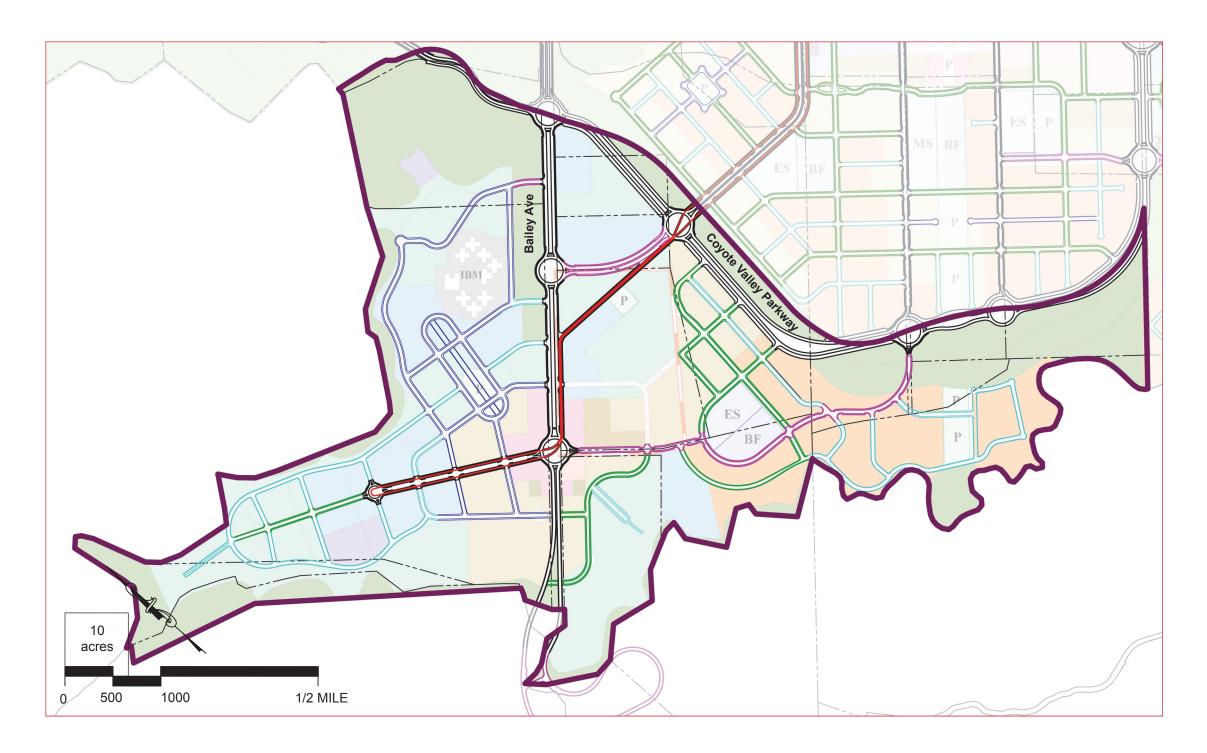
Class II bikeways (bike lanes) are provided on all major roads to provide connectivity thorughout Coyote Valley. These exclusive bike lanes are striped between the curb or on-street parking and driving lanes. In addition to these designated bikeways, Class I bikeway (bike paths) are included as part of the multi-use trail network. Class III bikeways (bike routes) are non-designated routes that are shared with pedestrian or motor vehicle traffic.

For a further discussion of the Non-Vehicular Circulation element of the CVSP, see Chapter 6, Section 6.1 of the CVSP.

6/6/2006 WORKING DRAFT

CVSP Appendix I
Planning Area Details

# Planning Area G Private Realm Connections





### Legend

### Public Infrastructure Street Network

These streets create the underlying Infrastructure Road Network for Coyote Valley.

### Transit

The transit network is formed through the use of fixed transit guideways. These fixed guideway transit corridors will include:

- · Single-side running fixed guideways;
- · Double-side running fixed guideways; and,
- · Transit stops

### Busy Urban Streets

These streets are fixed in their locations. They are designed to:

- · Carry fairly high volumes of traffic;
- Provide alternative routes through Coyote Valley;
- · Integrate with the urban pedestrian experience;
- Provide primary neighborhood to neighborhood connections; and
- Provide connections to and aligns on civic focal points and public facilities.

### Neighborhood Through Streets

These streets are generally fixed in their locations, but may be modified. They are designed to:

- Provide connectivity through neighborhoods and across Busy Urban Streets;
- · Carry local neighborhood traffic; and
- Provides a through street network for in-Valley trips.

### Destinations, Connections and Principles

These streets have fixed beginning, destination and property boundary points. They are designed to:

Provide routes serving neighborhood and community facilities and destinations.

### Block Principles and Patterns

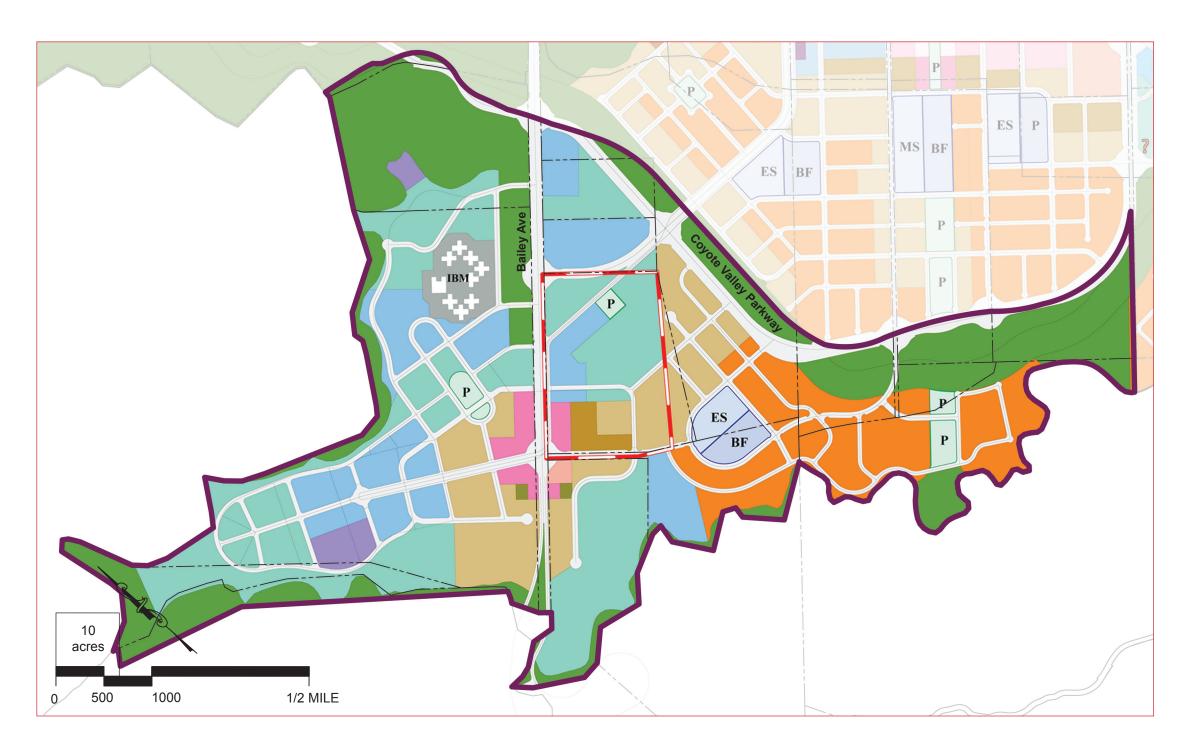
These streets are flexible in their locations. They are designed to:

- Provide a neighborhood network of through streets;
- Provide streets encompassing blocks generally not exceeding four-acres in residential and mixed-use areas.

6/6/2006 WORKING DRAFT

CVSP Appendix I Planning Area Details

# Planning Area G Private Realm Land Use





Planning Area **G Private Realm** 

**Land Use** 

Legend Land Use Designation Residential Mixed-Use Low Density Live Work/Loft (5-10 DU/AC) (MU1) Medium Density Office over Commercial (10-20 DU/AC) Medium High Density Residential over Optional Office (30-45 DU/AC) High Density Residential over Optional Commercial (45-65 DU/AC) (MU4) Mid-Rise Hi-Rise Residential over Office (75-100 DU/AC) Hi-Rise (100+ DU/AC) **Open Space** Open Space Commercial Coyote Valley Lake Neighborhood Commercial Urban Canal Core/Regional Commercial Coyote Creek Park Chain BF Ballfields (Shared Facility) Industrial/Workplace P Public Parks (>=1 acre) Research and Development (0.2 - 0.3 FAR) Support Industrial **Public** (0.2 - 0.3 FAR) Educational Campus Industrial (Elementary, Middle, High School) (0.3 - 0.4 FAR) District Parking Industrial Park/Office (1.0 -1.5 FAR) Public Transit Professional/Administrative Office (1.75 - 9.0 FAR) R.O.W. Existing Workplace Public Quasi Public ? Fire Station Locations Gavilan Property

□ Future Caltrain Station

The northern and western edge to this area is dominated by hills with slopes in excess of 15 percent. As a transition to the hills there will be corporate and technology campuses. The area in proximity to the hills will have lower Floor Area Ratios and surface parking fields. The fixed guideway transit corridor that extends into the valley on IBM's land will access the workplace campuses. Pedestrian access from the transit station to the entries of these corporate campuses must be provided without impacts from large fields of parking. This area could also accommodate biotechnology firms due to the greater separation from residential uses and increased separation from the groundwater basin.

A major feature of this Planning Area is the transit stop village of mixed-use residential or office over perimeter ground floor retail/commercial that anchors the intersection of Bailey Avenue and the fixed guideway transit street to the north.

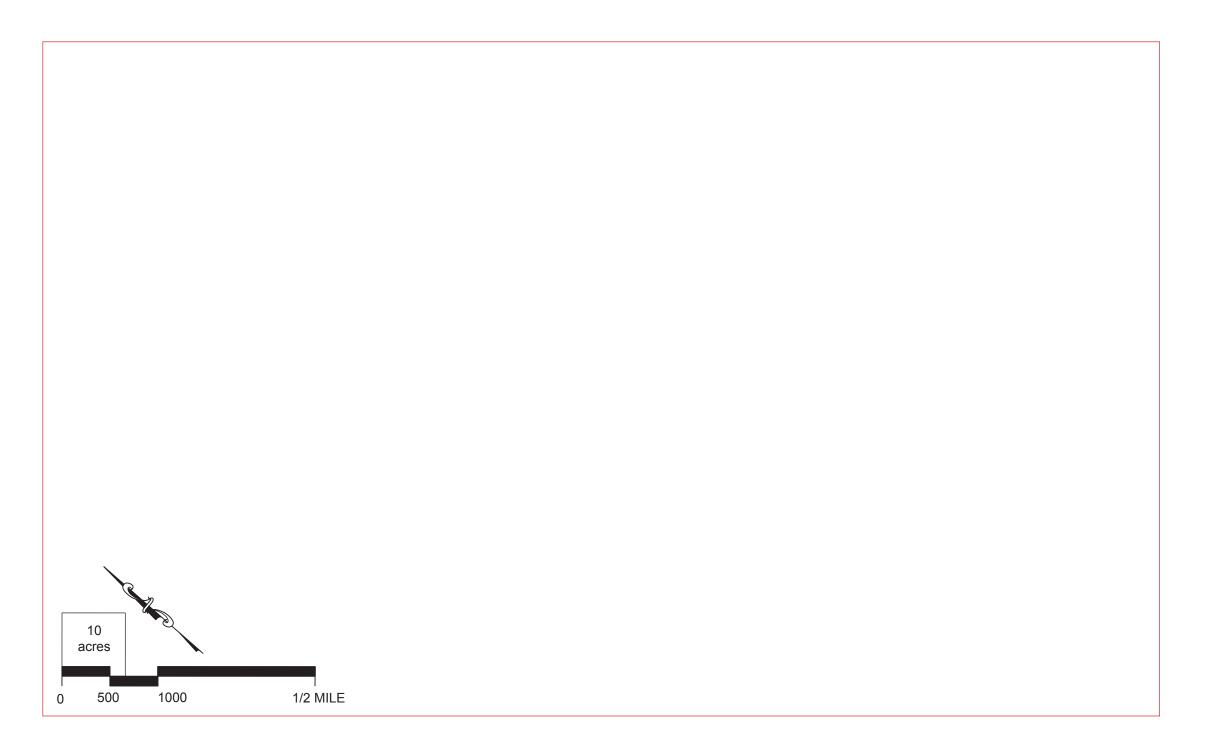
Surrounding this transit stop village, the residential development will be medium highdensity of four-floors of residential apartments or condominiums over or wrapping structured parking. This area will also contain mid-rise residential towers flanking Bailey-over-the-hill as it approaches the transit stop village, forming a gateway into Coyote Valley from the west.

As Planning Area G transitions to the south, the realigned Fisher Creek and the Western Hills flank it. This residential area will be anchored by an elementary school and adjacent neighborhood park. The area also contains a five-acre neighborhood park as a termination of the Central Commons. Residential densities will be predominately medium density single-family detached units. Between Gavilan College and Coyote Valley Parkway the densities increase to medium high-density to accommodate threestory town homes.

Gavilan College proposes a campus in this Planning Area southerly of Bailey Avenue, which would be a significant educational facility for the community and the region.

> CVSP Appendix I Planning Area Details

Planning Area G
Private Realm
Detailed Land Use



### Planning Area **G**





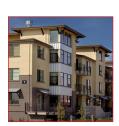


R-1 Multi-family **Luxury 22-story high-rise** apartments or condominiums

100 units per acre Parking in building



R-2 Multi-family 5-9-story mid-rise apartments or condomiumuns 75 units per acre Parking in building



R-3 Multi-family 4-story wood frame apartments or condominiums

45 units per acre Parking below podium or wrapped within building



R-4 Multi-family 3-story wood frame apartments or condominiums 30 units per acre Surface parking with carports



Single-family 3-story town homes or town home style condominiums

22 units per acre Private garages



R-7 Single-family 3-story single-family detached cluster homes

14 units per acre Private garages



R-8 Single-family 2-3-story detached cluster or patio homes 12 units per acre

Private garages

R-6

Private garages



R-9 Single-family 2-story detached homes 10 units per acre Private garages



Single-family 2-story single-family edge and transition detached estate homes 5 units per acre

R-5





Corporate/Technology Office 4-story with all onsite surface parking (1 space per job) 285 square feet per job FAR = 0.39



Corporate/Technology Office 7-story with 4-story on-site structured parking (0.66 space per job) 285 square feet per job FAR = 1.4



W-3 Corporate/Technology Office 2-story with all on-site surface parking (1 space per job) 285 square feet per job FAR = 0.39



Research and Development Laboratory 1-story with all on-site surface parking (1 space per job) 285 square feet per job FAR = 0.24



Corporate/Technology Office 4-story with 4-story on-site structured parking (0.66 space per job) 285 square feet per job FAR = 1.04



Downtown Professional Service Office 20-story with off-site district parking (0.6 space per job) 285 square feet per job FAR = 8.5



Downtown Professional Service Office 4-story with off-site district parking (0.6 space per job) 285 square feet per job FAR = 1.75



W-8 Downtown Professional Service Office 7-story off-site district parking (0.6 space per job) 285 square feet per job FAR = 3



W-9 Light Industrial 1-story with all on-site surface parking (1 space per job) 500 square feet per job FAR = 0.3



Manufacturing 1-story with all on-site surface parking (0.6 space per job) 125 square feet per job FAR = 0.2

W-10

### Planning Area **G**







6-story live work loft/town home

500 square feet per job

District parking for jobs, on-site residential parking FAR = 1.4



22-story high-rise

18 floors of residential over 4 floors of office 300 square feet per job

District parking for jobs, on-site structured parking for residential FAR = 3.6



M-3

6-story live work loft/town home

500 square feet per job

Surface parking for jobs, residential parking in building FAR = 1.75



M-4

4-story

3 floors office over regional commercial 300 square feet per job

All district parking FAR = 1.73

M-5



4-story

3 floors office over local commercial 300 square feet per job

On-site surface parking and street parking FAR = 0.4



M-6

4-story

### 3 floors residential over regional commercial

District parking for commercial, residential parking in building FAR = 1.72



4-story

### 3 floors residential over optional office

1 job per 3 homes (approximately) Street parking for office, residential parking in building FAR = 1.38



3-story

2 floors residential over optional office 3 jobs per 5 homes

Street parking for office, residential parking in building FAR = 1.02



M-7

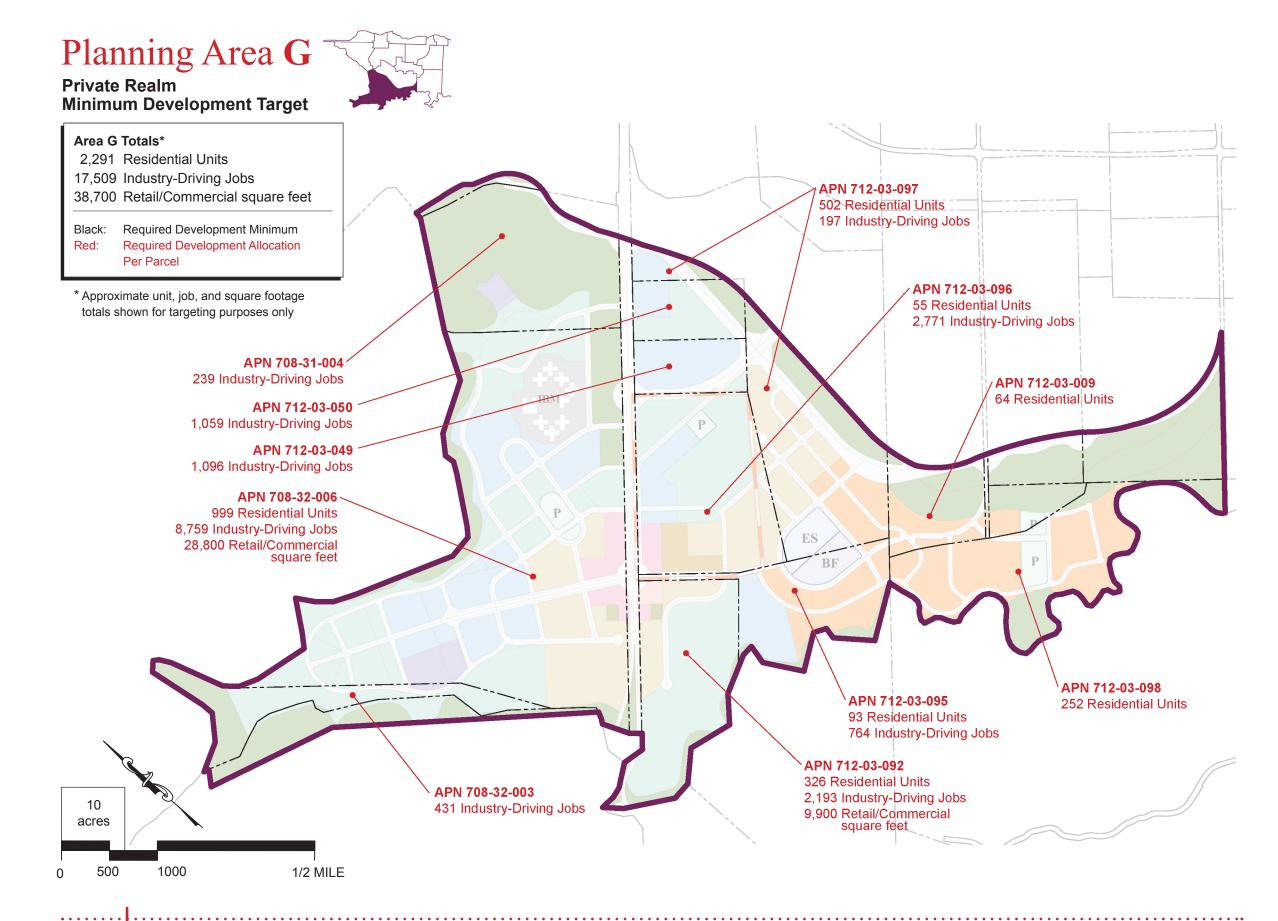
4-story

### 3 floors residential over local commercial

Surface and street parking for commercial Residential parking in building FAR = 1.38







### Objective

Implementing the Coyote Valley Specific Plan's ultimate goal of 25,000 residential units and 50,000 jobs requires delicately balanced phasing and placement of these two major components. Based on phasing of its underlying infrastructure, the development of any one planning area will be closely monitored, ensuring that certain specific targets are met at a small scale on the way to developing the project's ultimate goals.

### **Breakdown and Distribution of Minimum Development**

Residential units, industry-driving jobs and commercial space are distributed across planning areas to designate concentrations of workplace and varying densities of residential development on a neighborhood-by-neighborhood basis. The next step is to break these broad distributions down into a parcel-by-parcel minimum requirement to achieve the ultimate build out as envisioned. Based on a detailed study of building types and distribution of uses, this breakdown confirms that ultimate totals can be met, and also provides an initial suggestion of how much of each type of development must occur on each parcel.

### **Flexibility**

Certain frameworks for development have been established and are fixed. Land uses and overall bulk are carefully regulated by the land use plan and form-based zoning code. However, specific implementation strategies are encouraged to seek a variety of densities, unit sizes, and building types. As such, only overall totals per parcel are provided, in hopes of stimulating creative solutions to meeting these targets. Within each parcel, residential units, industry-driving jobs, and commercial space may be arranged in any number of configurations that yield the required totals.

### Minimum Development Target for Planning Area G

At approximately 670 acres, Planning Area G is the largest of the planning areas, and home to the highest number of industry-driving jobs. It also has the greatest amount of perimeter transition to preserved open space, making the transition from developed to undeveloped an important consideration. Workplace development, located in the area's northern half, meets minimum development requirements for industry-driving jobs with lower-density workplace building types, appropriate for the boundary of urbanized land. Additionally, it integrates cleanly with the existing IBM campus and provides the necessary separation from residential uses required for certain types of research and development.

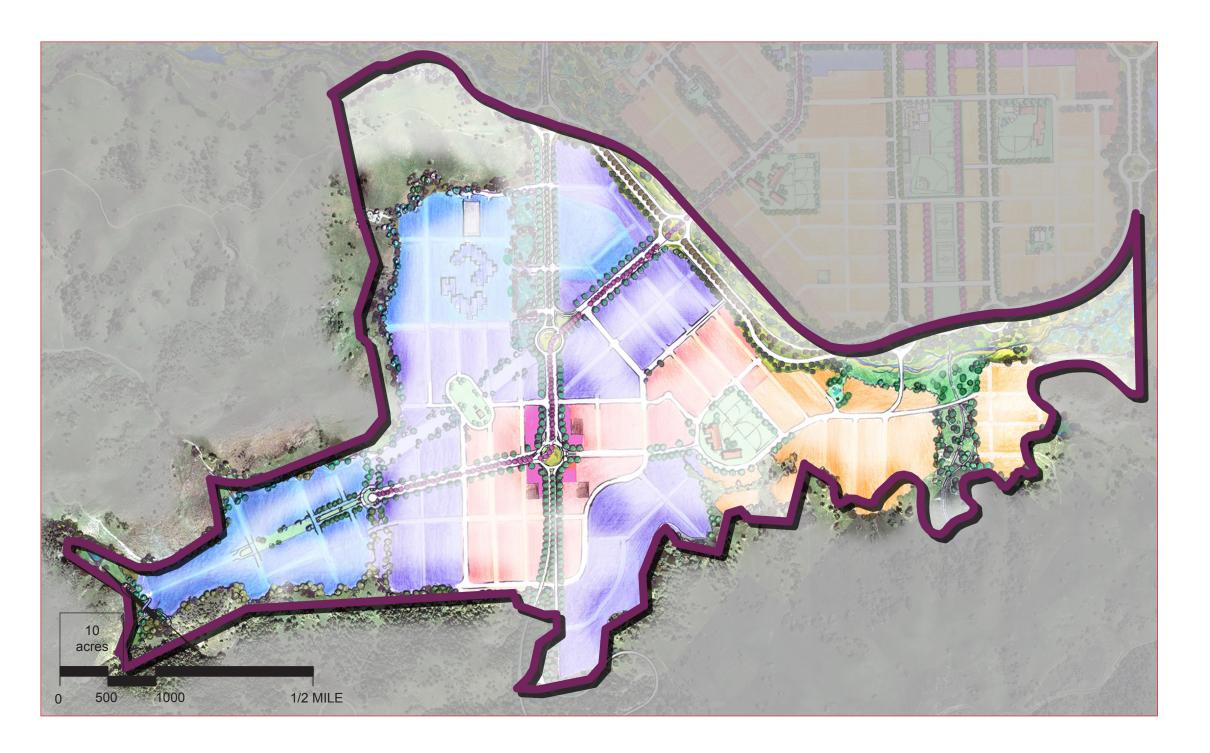
Minimum residential development targets require a range of building types in order to be met. In response, areas closer to the core and the Coyote Valley Parkway should make use of higher density town home and apartment building types that range from three to nine stories. This allows for edge areas to maintain lower densities and serve as transitional buffers to an elementary school and open space, while still meeting overall targets for the Planning Area.

In order to create an appropriate entry point into Coyote Valley along Bailey-over-the-hill, a vibrant mixed-use neighborhood is the centerpiece of Planning Area G. Minimum requirements in this area focus on a variety of uses and higher densities that create this character. The neighborhood center also provides an amenity that can be shared by the surrounding workplace and the residential neighborhood to the south.

6/6/2006 WORKING DRAFT

CVSP Appendix I
Planning Area Details

## Planning Area G Urban Form



### **Land Use**

### Policy P-1

### **Concentration of Density**

To maximize transit ridership and reduce auto dependence, locate and concentrate the highest density of jobs, housing and higher educational facilities along the fixed guideway transit system with the highest densities located at transit stops. Mid-rise residential towers are to be located along the fixed-guideway transit system at the center of the mixed-use transit stop village.

### Policy P-2

### **Urbanization of Existing Workplace Areas**

For the existing IBM facility north of Bailey Avenue create a walkable, urban workplace environment by requiring the intensification of existing employment lands through the use of shared and structured parking, reduced parking standards, orientation of new buildings along street frontages and higher floor area ratios for new building types.

### Policy P-3

### **Vertical Mixed-Use Building Types**

To create an integrated living and working environment and to support the attraction, retention and increase intensity of employment, the transit stop village and residential neighborhood south of Bailey Avenue are required to have vertical mixed-use buildings.

### **Urban Design**

### **Building Heights and Massing**

### **Objective 0-1**

Building heights and building massing are to be specified to shape a compact, urban skyline, ensure compatibility of scale between residential and workplace areas, and create a civic architectural presence along public parks, open space and the fixed guideway transit system.

### Policy P-1

### Transition in Residential Density and Building Height

Residential density and building heights shall transition from low density, two-story maximum building heights, along the edge of the Western Hills southerly of Bailey

Avenue, realigned Fisher Creek and the five-acre neighborhood park in the Central Commons to higher density three- and four-story residential building heights adjacent to Gavilan College and adjacent to the Westen Hills northerly of Bailey Avenue and workplace lands along the Western and Northern Hills and throughout the mixed-use transit stop village along Bailey Avenue.

### **Transit Accessible Street and Block Pattern**

### **Objective O-2**

Maximize transit ridership and the ease of access to the fixed guideway transit system for pedestrians and bicyclists by creating a highly interconnected network of walkable city blocks that offers multiple routes to and from the fixed guideway transit system, transit stops, educational facilities and mixed-use retail.

### Policy P-1

### **Maximum Block Size**

To create a highly interconnected street network, the pattern of streets and intersections are encouraged to shape development blocks no greater than three acres for workplace areas and no greater than two and a half acres for residential areas within Planning Area G.

### Policy P-2

### **Maximum Block Length**

To create a highly interconnected street network, block lengths are required to be no greater than 500 feet in length. Block lengths are encouraged to be no greater than 300 feet in length along Western Hills.

### Policy P-3

### **Alleys and Pedestrian Paths**

To increase pedestrian connectivity to the fixed guideway transit system, workplaces, the Western Hills and hillside trail system, residential development blocks greater than 350 feet in length are required to have alley access and mid-block pedestrian paseos located at mid-block.

### Policy P-4

### **Pedestrian Connections to the Foothills**

Pedestrian connections are required to provide access from the shared park and elementary school to the Western Hills open space and connect the terminal transit stop to the Western Hills open space and trail network.

**POLICIES** 

6/6/2006 WORKING DRAFT

CVSP Appendix I
Planning Area Details



### Policy P-5

### **Pedestrian Cross Valley Connections**

Pedestrian connections are required to cross the Coyote Valley Parkway to connect the Central Commons to the Western Hills trail network.

### Orientation of Streets and Buildings to Views of the Western Hill, Neighborhood Park and Central Commons Open Space

### Objective 0-3

Reinforce public views to the Western Hills, neighborhood park and open space through the alignment and orientation of flexible streets and building frontages.

### Policy P-1

### Western Hills Edge

A flexible street is encouraged to be located along the edge of the Western Hills, where residential development is required to face the hillside and is not permitted to back onto the hillside. In lieu of a street, orientation to a pedestrain path providing access to the front of the residential unit is encouraged.

### Policy P-2

### Realigned Fisher Creek Edge

A flexible street is encouraged to be located along the edge of realigned Fisher Creek, where development is required to face the Fisher Creek and is not permitted to back on-to the creek. In lieu of a street, orientation to a pedestrain path providing access to the front of the residential unit is encouraged.

### Policy P-3

### Terminal Vistas to Open Space, Park and Natural Areas

Flexible streets intersecting the edge of the Western Hills, realigned Fisher Creek, Central Commons and neighborhood parks are required to have terminal vistas to the adjacent open space.

### Policy P-4

### **Rectangular Street and Block Pattern**

Flexible streets are required, to the extent feasible given topographic, land ownership and other constraints, to form a pattern of rectangular streets and development blocks, and are encouraged, to the extent feasible, to have a 3:2 length-to-width ratio. In order to maximize views and access to open space, fixed guideway transit and mixed-use

retail, the shorter block widths are to be oriented to open space, fixed guideway transit, mixed-use retail and interconnect Gavilan College to the residential neighborhood and mixed-use residential transit stop village.

Curvilinear street layouts shall be acceptable when designed to interconnect the street network, align to the adjacent to Western Hills and to produce terminal vistas to parks and open space. Every effort shall be made to ensure that terminal vistas of streets end in open space, civic buildings or buildings of architectural interest. Streets are encouraged to align with the topographic conditions along the Western and Northern Hills.

### **Vibrant Streets and Public Spaces**

### Objective 0-4

Create a rich pedestrian environment that enlivens streets and activates public spaces by providing ground floor uses and street frontages that relate to the unique spatial characteristics of the Planning Area G public open spaces, fixed guidedway transit or streets.

### Policy P-1

### **Required Street Frontage Types**

Planning Area G is comprised of the following street frontage types that describe the required building orientation, ground level use, entries and relationship to the adjacent public spaces and streets.

### 1. Western Entry

### Workplace

To create opportunities for corporate identity along Bailey Avenue, buildings are encouraged to face Bailey Avenue with a 25-foot landscape setback parallel to the Bailey Avenue right-of-way. Building entries are to be located on flexible streets accessed off of Bailey Avenue or the connector street. Structured parking is not permitted to be located along the Western Entry.

### · Residential

To create an attractive landscape entry to Planning Area G, residential buildings are required to face Bailey Avenue with a 20-foot landscape setback parallel to the Bailey Avenue right-of-way. Structured parking is not permitted to be visible along the Western Entry.

### **POLICIES**

### 2. Office Frontages

To create an urban workplace center, office buildings are to orient to public streets with facades, entry lobbies and ground floor building common spaces facing, accessible and visible from public streets.

### Park and Transit Stop Village Frontages

Along fixed guideway transit streets, park frontages and across from the Mixed-Use Residential Transit Stop Village, office building facades are to be located at a build-to line at the back of sidewalk. Where entries occur, either mid-block or at intersections, decorative pedestrian-paving treatments are required at the entry and across the sidewalk to the curb. Parking access is to be located away from public view. Curb cuts are to be minimized, with no more than two per block face.

### · Side Streets to Park and Fixed Guideway Transit Frontages

At side streets to park and fixed guideway transit frontages, buildings are to be setback fifteen feet to create a landscape edge.

### · Required Street Alignment Frontage

To create a civic scale street, building facades, entry lobbies and ground floor building common spaces are required to be located at a build-to line fifteen feet from the back of sidewalk, with a formal row of street trees within the setback. Where entries occur, either mid-block or at intersections, decorative pedestrian-paving treatments are required at the entry and across the sidewalk to the curb. Parking access is to be located away from public view. Curb cuts are to be minimized, with no more than two per block face.

### 3. Gavilan College

To create an urban, civic presence for the Gavilan College, across from residential and office land uses, consideration should be given to creating a coherent, unified urban campus environment that is visually harmonious and set within a landscape environment that presents a hierarchical arrangement of significant campus buildings and open spaces that are oriented, visible and accessible from public streets. In general, parking structures are encouraged and should be located away from public view from residential land uses.

### 4. Transit Village Frontages

### · Mixed-Use Retail Main Street Frontage

To create a vital, transit-accessible, mixed-use retail main street, at least 75 percent of the street frontage on both sides of the street is required to locate local serving retail uses at the ground level. Encourage the activation of the wider pedestrian-oriented sidewalks and urban plazas along the street with outdoor dining and sidewalk cafés. Curb cuts and vehicular access to parking is prohibited.

### · Office

To create a civic edge across from office buildings, residential building types are required to orient to public streets with a 20-foot landscape front yard setback, with residential facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street.

### · Gavilan College

To create a civic edge across from Gavilan College, residential building types are required to orient to public streets with a 25-foot, landscape front yard setback, with residential facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street. Parking is required to be located at the rear of lots for multi-family residential.

### · Connector Street

To create an attractive landscape setback for residential uses, residential building types are required to orient buildings to public streets with a 20-foot, landscape front yard setback, with residential facades, entry lobbies and ground floor building common spaces facing, accessible and visible from the street. Parking is required to be located at the rear of lots for both multi-family and single-family residential.

### 5. Residential Frontages

### · Central Commons, Shared Park and Elementary School Frontages

Buildings located along the Central Commons, shared park and elementary school are required to orient building facades to face the park and elementary school with entries and porches providing access to the street. Parking is required to be located at the rear of lots for both multi-family and single-family residential.

### · Connector Street

Residential building types are required to orient building facades to face the street, with entries and porches providing access to the street. Parking is required to be located to the rear of lots away from public view.

### · Western Hills Frontage

Single-family residential buildings located along the Western Hills are required to orient building facades to face the hills, with entries and porches providing access to the street or pedestrian path. Parking is required to be located at the rear of lots away from public view.

### · Realigned Fisher Creek

Single-family residential buildings located along the realigned Fisher Creek are required to orient building facades to face toward the creek, with entries and porches

**POLICIES** 

CVSP Appendix I 6/6/2006 WORKING DRAFT Planning Area Details

### Planning Area G Urban Form

providing access toward the realigned Fisher Creek. Parking is required to be located at the rear of lots away from public view.

### **Landscape Edges and Transitions**

### Objective 0-5

Reinforce the landscape character of the Western Hills by requiring the landscape edge along private development to preserve the existing oak woodlands and native plant communities and integrate into the natural hillside below the 15 percent slope line.

### Policy P-1

Preserve Oak Savannah

New development shall be located around existing oak trees to the greatest extent possible. Trees that cannot be preserved per the City's heritage tree ordinance are encouraged to be relocated to other locations in the Coyote Valley Specific Plan Area.

### Policy P-2

### **Continuity with Native Plant Communities**

New development is encouraged to incorporate native tree, shrubs, and flowers within the first 200 feet of the foothills from the lowest elevation measuring from the 15 percent slope line.

### Policy P-3

### **Connection to Central Commons**

The open space connection to the Central Commons from the Western Hills is required to be a minimum width of 300 feet. The landscape character of the neighborhood park is encouraged to be an extension of the natural hillside character down to the realigned Fisher Creek corridor.

**POLICIES**